(b) and (c) Yes, Sir. To minimize security risk, deployment of security along the section, at tunnels, bridges and at station buildings round the clock has been planned.

Vacancies in Railways

525. SHRI LALIT SURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a large number of vacancies in railways, particularly in the operational and security areas, which affects the efficiency in the functioning of the railways;

(b) the number of the sanctioned and actual posts in various cadres from the lowest level of operational staff upto the level of Zonal General Manager, zone-wise as on the 1st April, 2006; and

(c) the specific steps proposed to be taken to fill the vacancies of the operational staff, so as, the ensure that efficiency does not suffer?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Arising of vacancies is a continuous process due to normal retirements and other than normal retirements. Hence it is invariable that any large organization will have vacancies at any point of time. However, by employing optimum number of staff, adopting new technologies emphasis on efficiency and safe running of trains is maintained so that the desired quality of output is achieved.

(b) The approximate sanctioned strength, on-roll strength of Group 'A', 'B' 'C' and 'D' employees, which includes operational staff, zone-wise are as under:-

Railway	Sanctioned strength as on 01. 04. 2006		On-roll strength as on 01.04.2006	
	Group 'C'	Group 'D'	Group 'C'	Group 'D'
CR	88380	44926	78491	43216
ER	94408	47467	83584	46058
ECR	54581	40041	46200	36059
ECOR	30272	21231	24458	19230
NR	111195	64956	96990	61942
NC	46675	31652	39249	33200
NER	41604	25102	36764	25731

	Group 'C'	Group 'D'	Group 'C'	Group 'D'
NFR	48739	31448	39877	32065
NWR	42191	22107	37586	20182
SR	83449	29541	74065	29879
SCR	64183	38189	56682	36421
SER	65844	39294	56310	36027
SECR	33993	18368	26699	16081
SWR	28016	11634	23770	8952
WR	73736	50498	69178	40666
WCR	40795	25761	35396	23773
Total IR	948151	542215	825299	509482
Group A+B	16796		14688	

(c) Filling up of posts is a continuous process and they are filled up through open market recruitment, compassionate appointments and through promotions. While recruitment in Group 'A' posts are done through Union Public Service Commission, Group 'C' through Railway Recruitment Boards, the recruitment in Group 'D' posts is being done by Zonal Railways themselves. While monitoring the staff strength, efficiency and safety on trains operations is always emphasized and kept in view so that the desired quality of output is achieved by employing optimum number of staff.

Lack of professional drivers

526. SHRI TARIQ ANWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways lack the professional drivers;

(b) if so, the reason therefor; and

(c) whether it is also a fact that the frequent accidents take place because of lack of professional drivers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. All loco drivers of Indian Railways possess the required level of professional competency through various processes associated with selection, psychometry test, training modules and refresher courses etc.

(b) and (c) Do not arise.